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INFORMATION REPORT

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COUNTRY

China

DATE DISTR. 8 April 1948

SUBJECT

**Economic Information: Soviet Farm Implement
Factory, Hatamen**

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1. The Hatamen (130-29, 42-56) Farm Implement Factory is operating at a maximum productive capacity. According to official Soviet publicity the factory was built to manufacture Smolyatev design drainage digging machinery; a new type of plowing implement equipped with a fertilizer dispenser; and Model KCM-2 sugar beet harvesters, the manufacture of which was authorized by the Farm Machinery Manufacturing Administration. Actually the factory is manufacturing road construction machinery and spark plugs for automobiles and tractors. It is an auxiliary factory of the Poltavka (131-20, 44-01) Factory, which makes electrical parts for the Molotov Automobile Factory in Khabarovsk (135-09, 48-31).
 2. The Chinese and Korean workers in the factory are paid on a piece-work basis and earn from 250 to 350 Eighth Route Army Currency per day, which is high wages compared to what other workers in Hatamen receive. The wages of the Soviet workers are sufficient to allow them to live comfortably. Productive efficiency has increased considerably since the initiation of the Stakhanov piece-work system.
 3. The factory is housed in eight buildings. The equipment was assembled from the machinery taken by the Soviet army from the former Japanese electrical munitions plants in Manchuria. Most of the raw materials now used in the factory were brought from former Japanese munitions plants in North Korea. Electric power supplied from Nokievskoye (130-48, 42-43) /Novokiyevsk (130-42, 42-43) utilizes high tension electric lines which were constructed by the Japanese.
 4. Spark plugs for the Model CAZ automobile, which may also be used in tractors, are manufactured in buildings numbered one, two and three and in two unnumbered buildings. The metal parts of the spark plugs are made in the three numbered buildings by Soviet workers. The porcelain parts used for the insulation of the spark plugs are made in the two unnumbered buildings, each of which houses ten ovens for baking porcelain. The porcelain insulations are made by experienced Chinese workers under the direction of a Soviet technician named Mikhail. All of the lathe and "flash pan" work on the spark plugs is done by skilled Soviet workers.
- 1A [REDACTED] Note: An accurate description of the "flash pan" process could not be obtained, but it is probable that it is the process by which the porcelain insulation is attached to the metal part of the spark plug.)
5. Each of the twenty porcelain-baking ovens is capable of baking 300 spark plug insulations per day. The monthly output of spark plugs is 180,000. Of this

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number, 60,000 are shipped on the newly constructed military highway to the Nanam area of North Korea. The other 120,000 are shipped on another new highway to the factory in Poltavka where they are placed on trucks with products manufactured in Poltavka and shipped to Voroshilov (131-57, 43-47); from there they are sent by rail to the Lolotov Factory in Khabarovsk. 25X1A

6. The road construction equipment manufactured at the Hatamen factory consists of graders, drainage (ditch-digging) machinery, root-pulling machines, and ten-ton vehicle-drawn rollers. "Disciplined" Chinese and Koreans, as well as Soviet citizens, work on the manufacture of the road machinery. The monthly production of these machines is:

Graders	22
Drainage (ditch-digging) machines	45
Root-pulling machines	85
Vehicle-drawn rollers	10

Between three and five of each type of machine are sent with the spark plugs to military units in the Nanam area of North Korea; the machines or their crates are labeled "SAPYORNY BATALION" (Sapper Battalion) or "SAP ROTA" (Sapper Company). The rest of the machines are shipped to Nokievskoye [Novokiyevsk] by truck.

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